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A- Yugoslav Air Force

a- Headquarters-

"VOK- VAZDUHOPLOVNA OBLASNA KOMANDA-ZAGREB (ZAGREB

) - Oblast Air Command

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This headquarters is housed in a three-story building, (with a porch in the center) which is about 50 meters long by 20 meters wide, located on Vlaska Street. At the entrance there is an Air Force sentry, and on the roof one can see the radio antennas.

Commanding Officer: Colonel or Lt. Colonel Dusan MILENKO (a pilot)

Political Commissar: a major

Adjutant: Major Mico ZREIC (not a pilot)

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Duties:

The VOK takes care of all quartermaster matters, liaison, transportation, supplies (both technical and ordinary) for the various units and for the shops which service the planes.

The VOK has its own repair shops for the planes and also warehouses with spare parts (see paragraph d: Technical Services). In many respects, the VOK performs the same tasks as the Italian Z A T. 50X1-HUM


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KOMANDA SKOLSKI DIVIZIJA-BORONGAY


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Borongay School Division Command



The headquarters of the School Division is located in the Borongay (Zagreb ) airport, and controls the following units:

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One " Skolski Puk " (School Regiment) which has training planes of the PO-2 type, for training pilots in night flying. This unit is stationed at the Borongay Airport.

Then there is another unit which ^{has} ~~disposes~~ of 10 fighter planes of an undertermined type. No other information available. 

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 the second unit is stationed at the above airport, but is not  whether it ^{is subordinated} ~~depends from~~ the above division.



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b- Airports

Borongay Military Airport

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This airport was already in use before the Second World War and it suffered heavy damage during the war. It has been partly repaired, but no large scale reconstruction or repair work has been undertaken as yet.

The airport is located at the eastern outskirts of the city , south of the railroad that goes to DUGO SELO (Zagreb  



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There are two masonry hangars, with corrugated sheet roofing divided into three semicircular sections. Each hangar has three sliding gates ^{hangar} and ~~their~~ dimensions are approximately 70 meters long by 50 meters wide. Both of them are located on the north side of the field.

Fuel Dump is located at the North East corner of the field and consists of the following: 4 cylindrical sheet tanks, buried, of

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undetermined capacity; and cylindrical barrels lying in the open.

This dump is part of the OIS (Oblast Technical Warehouses).

The ammunition dump is located in the North West corner of the field and consists of a semi-buried cement building, which rises about 1 and 1/2 meters above the level of the field. It is covered with loose dirt and its dimensions are 25 meters by 7, approximately. This dump is also part of the OIS and the following items are stored therein: ^{Kilograms} bombs weighing from 5 to 20 ~~pounds~~; bangalore torpedoes,; incendiary bangalore torpedoes, and small arms ammunition.

The lighting for night operations consists of a row of white lights, produced by kerosene lamps, which are temporary and can be moved. Kerosene lamps giving a red light are used to show obstacles and to designate those parts of the field which are not to be used for landing purposes.

The motor pool consists of about 15 vehicles. The field itself is surrounded by a fence and there is an undetermined number of sentries guarding the vital points of the field and the various dumps.

The defense of the field is assured by 6 AA guns, of undetermined caliber and type, which are mounted on mobile ^{gun} platforms equipped with four wheels and pneumatic tires. The barrels are equipped with flash hiders and the guns themselves are emplaced in the open, in the North corner of the field, next to the railroad. They are manned by Army personnel who arrived at the field in March 1951 together with the guns; they replaced the old guns used there, which were being manned by Air Force crews and which later were transferred to the nearby field of PLESO (Zagreb).

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There are also three searchlights, located near the AA guns mentioned above, and they are also used in training the pilots in night flying.

A railroad spur, about 50 meters long, connects the field with the railroad station of Borongay and goes as far as the the

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fuel dump and the Oblast Technical Warehouse (see Technical Services).

A Skolski Puk " (a school regiment) was stationed at this field and it belonged to the School Division Command, as mentioned in paragraph a- This school has about 30 planes, of the PO 2 type, which are used to train pilots in night flying. Moreover, there were 10 fighter planes on this field (monoplanes, one engine, with retractible landing gear and three-bladed propellers, of undetermined type).

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The personnel consists of about 50 officers, 50 noncoms and about 300 soldiers. Among the officers,

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FLAIS, a major who is not a pilot, who is in charge of the ground personnel

Milo MAIKIC, a lieutenant who is not a pilot, who assists the former and is also in charge of the "Radna Jedinica " (Work Unit).

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c- Schools

Borongay Night Flying School. As mentioned before, the headquarters of this school is located at the Borongay Airfield. A School Division Command is also located at this field. Among the units under its control, there is a "Skolski Puk " (School Regiment) which ^{has} ~~disposes~~ of 30 planes of the PO 2 type.

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The students consist of about 40 lower ranking officers who are being trained in night flying. During night flying training, the three searchlights located on the field try to spot the planes

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and the pilots are supposed to disengage ^{hodge} themselves from the light beam.

As mentioned before, there are also 10 fighter planes, of undetermined type, stationed on this field and it is possible that these planes come under the jurisdiction of the school and are used for night flying training.

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Glider Training School

This school is located at this airfield and has the following equipment: 1 glider with an open cockpit and 10-12 gliders with closed cabins, of undetermined type.

d-- Technical Services

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OTS OBLASNO TEHNICKO SKLADISTE- Oblast

Technical Warehouse- Borongay.

This warehouse is located on the airfield and comes under the jurisdiction of the VOK mentioned in paragraph a. It supplies technical parts to the various units stationed at the airports within the oblast jurisdiction. The warehouse is a masonry building about 60 meters long and 15 meters wide. The fuel dump and the ammunition dump, also located on the airfield, are part of the Oblast Technical Warehouse.

The following items are stored in the warehouse:

- plane spare parts
- plane engines
- engine spare parts
- flying togs
- plane instruments
- electrical material
- radios
- radio spare parts
- and others

Manager: Major FLAIS, (not a pilot) U. S. OFFICIALS ONLY

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[] "O A R OBLASNA AUTO RADIONICA" * Oblast Motor Vehicles
Repair Shop of Zagreb. This unit comes under the VOK of Zagreb and
is located near the railroad passenger station.

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[] "OAR" OBLASNA AEROPLANSKA RADIONICA of
JANKOMIR (Zagreb)- Jankomir Oblast Aircraft Repair Shop.

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This unit also comes under the VOK of Zagreb and is located
in JANKOMIR. []

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Air Force Information - Yugoslavia

RUMA Military Airfield

[] Military Unit of the 4th Yugoslav Air Division
(1. and 2nd units) Telephone 27027

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Location: The Ruma Military Airfield is located between Zagreb and
Belgrade, and more exactly between the railroad stations of VODINJE and
SLAVONSKI BROD, on the Zagreb-Belgrade line. It takes about 15 minutes
on foot to reach the airfield from the SLAVONSKI station.

The entire field is on the right side of the road which goes from
Zagreb to Belgrade and has the following dimensions: about 3700 meters
long; about 1500 meters wide. The field is used exclusively by the
Yugoslav Air Force as a training field; work is still going on to
improve and extend it.

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Not far from the Ruma airport there is a secret airfield (a dummy field). There are false buildings , consisting of wooden sheds covered with leaves or simply painted for camouflage purposes. This airport is located about 700-1000 meters ^{south of} ~~from~~ the Ruma airfield, in the direction of Belgrade. Wooden cannons are also emplaced here.

Personnel:

The Commanding Officer is Major Stipe PETKOVIC. Among the other officers [redacted]

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[redacted] are Captains Stipe MEDELKOVIC and RUJCIC, and Lieutenants BOZAC, STEPENKO and BOZOVIC.

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An officer instructor, by the name of Stefan DOLENC, [redacted]

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[redacted] often comes to Ruma ~~about~~ a plane of the AERO 2 type. His permanent job is with the General Staff of the Yugoslav Air Force in Belgrade.

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[redacted] the following personnel is present at the airfield:

170 student pilots

50 soldiers of the Yugoslav Air Force who do guard duty around the field;

23 officers

Total: 350 men (?)

Daily Operational Schedule

5:30	Reveille
6:00	Breakfast
7:00	Flag raising and assignment of work and flight schedules
12:00 to 12:30	Lunch
12:30 to 13:30	Leave
14:00 to 18:00	Flying
18:00 to 18:30	Supper
18:30 to 21:00	Political classes (three times every week : Tuesdays, Thursdays and Fridays)

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21:00

Taps (on weekdays)

23:00

Taps (on holidays)

Passes are granted only by special authorization and only for the afternoon.

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Electric Power:

The electricity for the airfield comes from the vicinity of Belgrade by ~~means~~ of high-tension wires.

Security

The airfield is surrounded by an iron (not steel) wire. The security system is " inabile "(literally "unable) (leaves much to be desired ?) The guard duty is done by the enlisted men attached to the airfield.

Miscellaneous:

The higher ranking officers do not live on the airfield, but live in the city and in the immediate neighborhood.

Yugoslav Air Divisions

They are stationed as follows:

1st Division at ZAGREB-GORICA

2nd " " PANCEVO

3rd " " ZEMUM

4th " " RUMA

Units and battalions belonging to these divisions are stationed at the various airfields throughout Yugoslavia.

New Yugoslav Airplanes

Below is a list of the various planes at present in service with

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the Yugoslav Air Force:

S 49	fighter, of Yugoslav construction (IA)
Aero 2	light fighter, Yugoslav construction (IA)
Aero 2H	Hydroplane " " "
TROJKA	training plane " " "
SAS	light fighter " " "
YAK 1	light fighter, of Russian construction
YAK 3	" " " "
YAK 4	heavy fighter, " "
YAK 6	" " " "
5 KONGRES	(?) Yugoslav construction (IA)
PO 2	training plane, of Russian construction
MIK	heavy fighter, of USA construction
MUSTANG 26	" " " "
ME 109	fighter, of German construction
JU 87 (Stukas)	completely automatic, of German construction
JU 87 (Stukas)	semi automatic, " "
JU 52 and 88	of German construction
DOUGLAS	light bomber, on the Ljubljana-Zagreb- Belgrade line
DOUGLAS	light bomber-; in Skoplje there are about 6 planes of this type
CE 2	transport plane, of Russian construction

The Yugoslav Air Force at present has about 600 planes. To these we must add American bombers which are being made ready at the "rai flug bunker" ("Reserve warehouses?") (airfield revetments), whose number and type are unknown.

NOTE: the IA planes were designed and constructed in Yugoslavia.

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SECRET**U. S. OFFICIALS ONLY**Principal Yugoslav Airfields

ZEMUN, RUMA, PANCEVO, ZAGREB-GORICA, VIDEMKRSKO (Zagreb), SARAJEVO-
 MOSTAR, NIS, SKOPLJE, LJUBLJANA, LESCE, MARIBOR-

New Maribor (Marbur) Airfield in Slovenia

A new airfield has been planned and is now under construction in Maribor, in the direction of PTUJ (Petau). According to plans, this airport will be the largest and longest in Yugoslavia. It will be used, so it is reported, for the landing and taking off of heavy American bombers. At present, the ground is being leveled. *the field is*
~~The field is oriented~~ from Maribor in the direction of PTUJ, on the left side of the railroad. Very close to this field is located the aluminum factory of STERNAL (STRNISCE) of PTUJ.

Yugoslav Airplane Factories

Belgrade (two plants), RAKOVICA, PANCEVO, MARIBOR

The electrical parts and some of the instruments are manufactured in the "RADE KONCAR" factory of Zagreb.

STEEL INDUSTRY

Plants are located at ZENICA, JESENICE, and ZVORNIK

At present, the following are under construction:

AERO 2- AERO 2 H, S 49, SAS

Special parts come from Austria.

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Yugoslav Parachutes

A new type of parachute is being manufactured in Yugoslavia, and is called "UNA" (the kind you sit on . The other type in use is called the "IRVIN").

Parachute Schools

At the moment, the following parachute schools exist in Yugoslavia:
PULA (near Belgrade), MOSTAR, MARIBOR (exclusively for the Air Force); LESCE , open to civilians also.

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